





## For Sale.

**MacEwen, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISARIAT),  
ARE NOW LANDING  
FROM AMERICA.

**CALIFORNIA**  
CRACKER  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

TOPOCAN BUTTER.  
Apple BUTTER.  
Eggs and California CHEESE.  
CODEFISH, Boneless.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 5 lb cans.  
Beau Ideal SALMON in 2 1/2 lb cans.  
Cutting's Dessert FRUITS in 2 1/2 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted SOUPS.  
Richardson & Robbin's Celebrated Potted  
MEATS.

Lunch HAM.  
Lamb's TONGUES.  
Chin ChowDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCOTASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
OYSTERS.  
HONEY.  
Assorted JELLIES.  
Green CORN.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. "  
900 lb. "  
1,200 lb. "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
AGATE IRON WARE.  
WAFFLE IRONS.  
SMOOTHING IRONS.  
PAINTS and OILS.  
TALLOW and TAR.  
VARNISHES.

# DEVOS' NONPAREIL BRILLIANT KEROSENE OIL,

150° test.

Ex late Arrivals from  
"ENGLAND,"  
including:  
CHRISTMAS CAKES.  
RAISINS and RAISINS.

Crystallized FRUITS.  
Preserved's DESSERT FRUITS.  
Packing RAISINS.  
Lente CURRANTS.

French PLUMS.  
BROWN.  
ESPANOL FOOD.  
CORN FLOUR.

# SPARTAN COOKING STOVES.

HITCHCOCK HOUSE LAMP.  
PERFECTION STUDENT LAMP.

CLARETS.  
CHATEAU MAUGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1865 GRAVES.  
BREAKFAST CLARET, " "

SHERRIES & PORT.  
SACONNE'S MANZANILLA & AMON.  
TILLADO.  
SACONNE'S OLD INVALID PORT  
(1848).  
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—  
1 and 2-star Hennessey's BRANDY.  
Bisquit Dubouché & Co.'s BRANDY.  
FINEST OLD BOURBON WHISKY.  
KIMBLE'S LI WHISKY.  
ROULETTE WHISKY.  
BOUQUIN'S OLD WHISKY.  
E. & J. BURKE'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
VOLLER'S FEAR & Co.'s VERMOUTH.  
GRABBE'S GINGER BRANDY.  
EASTERN CIDER.  
CHATEAUBEAU.  
MARASCHINO.  
CURAÇAO.

ANGOSTURA, BOTTLED and ORANGE  
BITTERS.  
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
SANDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.  
ALE and PORTER, in hogsheads.

SPECIAL SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
5 catty boxes.  
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF  
SAVES, CASH and PAPER  
BOXES, at Manufacturer's Prices.

Hongkong, December 1, 1893.

## Mails.

## Occidental & Oriental Steam- Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S.S. SAN PABLO will be de-  
parted for San Francisco, via Yoko-  
hama, on FRIDAY, the 10th instant, at  
3 p.m. To be followed by the S.S.  
ALBATROSS, on the 9th June.  
Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
Ports.  
All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.  
RETURN PASSENGERS.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. For Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances will apply  
to through fares from China and Japan to  
Europe.  
Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Cu-  
stoms, San Francisco.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 50A, Queen's Road Central,  
Agent.

F. E. FOSTER,  
Agent.

Hongkong, May 6, 1894.

**SHIMAIL STEAMSHIP**  
COMPANY.

STEAM TO NAGASAKI AND KOBE,  
VIA INLAND SEA.  
(Taking Cargo and Passengers for YOKO-  
HAMA AND KOREA.)

THE Departure of the S.S. TAKA-  
CHIKO MARU is POSTPONED  
until further Notice.  
Cargo received on board and Parcels at  
the Office up to 1 p.m. of day of sailing.  
No Bill of Lading signed under \$2  
Freight.  
All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.  
CARGO AND PASSENGERS for Yokohama  
will be transhipped at the Shanghai Mail  
Steamship Company, and for Korea at Nagasaki.  
For further Particulars, apply at the  
Company's Office, Praya Central, Ground  
Floor of Messrs Russell & Co.

H. J. H. TRIPP,  
Agent.

Hongkong, May 8, 1894.

THE Underigned having been appointed  
Agents for the above Company, at current  
rates.

ARNHOLD, KARBURG & Co.,  
HONGKONG, November 5, 1893.

## Insurances.

## NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underigned, Agents of the above  
Company, are authorized to insure  
against FIRE at Current Rates.  
GILMAN & Co.,  
Hongkong, January 1, 1892.

LANCASHIRE INSURANCE  
COMPANY.  
(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1907.

NOTICE.  
QUEEN FIRE INSURANCE COM-  
PANY.

THE Underigned are prepared to accept  
Risks on First Class Godowns at a  
per cent. net premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1891.

THE LONDON ASSURANCE  
COMPANY.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George the First,  
A.D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates.

Policies issued for sums not exceeding  
£5,000 at reduced rates.  
HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

Not Responsible for Debts.  
Neither the Captain, the Agents, nor  
the Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

CARONDALET, American ship, Captain  
Stetson—M. B. M. S. Co.  
CATALINA, British barque, Captain Wil-  
liams—Jardine, Matheson & Co.  
HARKER, British barque, Captain E.  
Grundin—Russell & Co.  
KILMARNEY, British steamer, Captain  
H. O'Neill—Gibb, Livingstone & Co.  
MANTHA, British barque, Captain A.  
McNeill—Russell & Co.  
NICOLA, British barque, Captain James  
Foster—Arnold, KARBURG & Co.  
RUBART, American barque, Capt. J. P.  
Crossley—Russell & Co.  
YOUNG, British steamer, Captain O.  
Arnold—Russell & Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Maracilles, &c., via Saigon.	Avon (s).	Brutel	Messageries Maritimes.	May 15, at noon.
Victoria (British Columbia).	North.	McPherson.	Russell & Co.	quick despatch.
Portland (Oregon).	Navevink.	Weeks.	Russell & Co.	quick despatch.
New York.	Anna.	Schilde.	Russell & Co.	quick despatch.
San Francisco.	Carondelet.	Stetson.	Russell & Co.	quick despatch.
San Francisco, via Yokohama.	Frank Carvill.	Chapman.	Pacific Mail S. S. Co.	May 21, at 3 p.m.
San Francisco, via Yokohama.	City of Tokio (s).	...	O. & O. S. S. Co.	May 20, at 3 p.m.
San Francisco, via Yokohama.	San Pablo (s).	...	O. & O. S. S. Co.	June 9.
San Francisco, via Yokohama.	Arabia (s).	...	Gibb, Livingstone & Co.	May 14, at 4 p.m.
Sydney and Melbourne, &c.	Tamandoo (s).	S. G. Green.	Russell & Co.	May 16, at 4 p.m.
Sydney and Melbourne, &c.	Euxine (s).	Yule.	Butterfield & Swire.	May 17, at 4 p.m.
Sydney and Melbourne, &c.	Wosung (s).	Hunt.	P. & O. S. N. Co.	May 13, at 3 p.m.
Bombay, via Straits.	Sunatra (s).	Nyo.	Mitsui Bishi Mail S. S. Co.	quick despatch.
Nagasaki and Kobe, &c.	Takachiho Maru (s).	Hamlin.	Russell & Co.	May 12, at 5 p.m.
Shanghai, via Amoy.	Amalgam (s).	James Jordan.	Yuen Fat Hong.	May 13, at 2 p.m.
Shanghai, via Amoy.	Quertes (s).	Webster.	Jardine, Matheson & Co.	May 12, at 4 p.m.
Shanghai, via Amoy.	Fooksang (s).	Hogg.	Butterfield & Swire.	May 11, at 8 a.m.
Shanghai, via Amoy.	Orantes (s).	Webster.	Arnold, KARBURG & Co.	May 11, at 8 a.m.
Amoy and Taiwan.	Ningchow (s).	Pocock.	Douglas Laprak & Co.	May 10, at 4 p.m.
Amoy and Taiwan.	Thales (s).	Goddard.	Douglas Laprak & Co.	May 12, at 4 p.m.
Amoy and Taiwan.	Hailong (s).	O'Neill.	Douglas Laprak & Co.	May 11, at 9 a.m.
Swatow, Amoy and Foochow.	Killarney (s).	...	...	...

## SHARE LIST.—QUOTATIONS.

Stocks.	No. of Shares.	Value.	PAID UP.	POSTION PER LAST REPORT.	Reserve.	W'n'm account.	Last Dividend.	Closing Quotations.	Cash.
HONGKONG AND SHANGHAI BANK CORPORATION.	60,000	125	125	\$4,063,361.66	\$5,645.23	22.5	24	24	24
NORTH-CHINA INSURANCE COMPANY, Limited.	5,000	200	200	50	First year.	...	...	18	18
YANGTZE INSURANCE COMPANY, Limited.	8,000	200	200	25	50,000	...	...	18	18
Union Insurance Society Company, Limited.	2,000	1,250	125	50	600,000	...	...	22	22
China Traders Insurance Company, Limited.	24,000	83.33	25	600,000	107,411.65	...	...	22	22
Canton Insurance Office Company, Limited.	10,000	250	50	55,000	...	...	...	10	10
Chinese Insurance Company, Limited.	1,500	1,000	200	28,711.50	Credit balance.	...	...	4	4
Hongkong Fire Insurance Co., Limited.	8,000	250	50	885,000	285,231.00	...	...	20	20
China Fire Insurance Company, Limited.	20,000	100	20	516,978	189,978.54	...	...	24	24
HK. O. and M. Steamboat Co., Limited.	8,000	100	75	215,000	53,691.80	...	...	6	6
Indo-China S. N. Co., Ltd. 60,000 sh. issued.	18,375	10	10	10	...	...	...	...	...
China and Manila S. S. Company, Limited.	3,600	100	all	...	...	...	...	...	...
HONGKONG & WHAMPOA DOCK CO., Limited.	2,000	125	100	18,000	4,551.58	...	...	1	1
HK. and China Gas Company, Limited.	1,000	100	100	8,562.17	...	...	...	13	13
HONGKONG HOTEL CO., Ltd. 3,000 shs. issued.	1,000	50	...	...	...	...	...	...	...
China Sugar Company, Limited.	9,000	100	100	...	6,629.70	...	...	4	4
Hongkong Ice Company, Limited.	1,250	100	100	24,250	543,810	...	...	20	20
Hongkong Bakery Company, Limited.	6,000	100	100	5,000	...	...	...	...	...
Luzon Sugar Company, Limited.	7,000	100	100	...	4,000.65	...	...	...	...
Peak Tin Mining & Smelting Co., Limited.	3,000	50	all	...	First year.	...	...	...	...
Selangore Tin Mining Co., Ltd. of Shanghai.	2,500	100	all	...	...	...	...	...	...
LOANS.									
Chinese Imperial 1874.	6,276	100	all	...	June 30 Dec. 31	...	...	...	...
" 1875.	16,049	100	all	...	Feb. 28 Apr. 30	...	...	...	...
" 1876.	3,899	100	all	...	Apr. 1 Oct. 31	...	...	...	...
" 1881.	8,568	100	all	...	Jan. 1 Dec. 31	...	...	...	...
Sugar Debentures, 1880.	600	500	all	...	June & Dec. 31	...	...	...	...

\* For 6 months to 30th June 1893.—† Dividend for 1893 and Bonus of 25 per cent.—‡ For year 1892.—§ For year 1891.—|| For year 1890.—¶ For year 1889.—‡ For year 1888.—a To Dec. 31st 1892.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

S. S. TAIACHIKO MARU, FROM  
KOE AND NAGASAKI.

CONSIGNEES of Cargo by the above  
Vessels are hereby requested to send  
in their Bills of Lading for countersignature,  
and to take immediate delivery of their  
Goods from longside.

Cargo impeding the discharge or remain-  
ing on board after MONDAY, the 5th  
instant, will be landed and stored at Con-  
signee's risk and expense.  
No Fire Insurance will be effected.

H. J. H. TRIPP,  
Mitsui Bishi Mail S. S. Co.  
Agent.  
Hongkong, May 5, 1894.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship *Arcton* is having  
arrived from the above Ports. Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading to the Underigned  
for countersignature, and to take immediate  
delivery of their Goods from longside.

Cargo impeding her discharge or remain-  
ing on board after the 10th instant will be  
landed and stored at Consignee's risk and  
expense, and no Fire Insurance will be  
effected.

Consignees are hereby informed that all  
Claims must be made immediately, as  
none will be entertained after the 14th  
instant.

DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, May 5, 1894.

SHIRE LINE OF STEAMERS.  
FROM ANTWERP, LONDON, PENANG  
AND SINGAPORE.

THE Steamship *Flushing*, HAIN,  
Commander, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that all Goods, with the exception  
of Opium, are being landed at their risk into  
the Godown of the Underigned, at Wan-  
chao No. 3, behind the premises known as  
"Blue Buildings," whence and/or from the  
Wharves or Boats delivery may be obtained.  
Optional Cargo will be forwarded on, un-  
less notice to the contrary be given before  
5 p.m. TO-DAY.

Claims will be admitted after the  
Goods have left the Godown, and all Goods  
remaining after the 10th instant will be  
subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, May 3, 1894.

UNION LINE.  
NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND  
SINGAPORE.

THE Steamship *Galley of Loria*, Captain  
Pomroy, having arrived from the above  
Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading to  
the Underigned for countersignature, and  
to take immediate delivery of their Goods  
from longside.

Optional Cargo will be forwarded on to  
YOKOHAMA, unless notice to the contrary be  
given before Noon TO-MORROW, 8th inst.  
All Claims against the Steamer must be  
presented to the Underigned on or before  
the 17th inst., or they will not be recognized.

YOUNG, British steamer, Captain O.  
Arnold—Russell & Co.  
Hongkong, May 7, 1894.

## Notices to Consignees.

## STEAMSHIP INDIAN.

COMPAGNIE DES MESSENGERIES  
MARITIMES.  
NOTICE.

CONSIGNEES of Cargo per Steamship  
*Indus*, from London, in connec-  
tion with the above Steamer, are  
hereby informed that their Goods—with the  
exception of Opium, Treasures and Valuables  
—are being landed and stored at their risk at  
the Company's Godown, whence delivery  
may be obtained immediately after landing.  
Optional Cargo will be forwarded on  
consignment before 11 a.m. TO-DAY (Monday),  
requesting it to be landed here.

Bills of Lading will be countersigned by  
the Underigned.

Goods remaining unclaimed after SATUR-  
DAY, the 10th instant, at Noon, will be  
subject to rent and landing charges at 1  
cent. per package per diem.

All Claims must be sent in to me before  
MONDAY, the 12th instant or they will not  
be recognized.

No Fire Insurance has been effected.

I. MARTIN,  
Acting Agent.  
Hongkong, May 5, 1894.

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW  
CHANG, TIENTSIN, HANKOW  
AND PORTS ON THE YANGTSE.)  
The Co.'s Steamship  
*Orestes*,  
Capt. WENSTED, will be  
despatched as above on  
SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, May 9, 1894.

FOR FOOCHOW.  
The Steamship  
*Ningchow*,  
Capt. J. WALLACE, Commander,  
will be despatched for the  
above Port on SUNDAY MORNING, the  
11th instant, at 8 a.m.

For Freight, &c., apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, May 9, 1894.

FOR SWATOW AND BANGKOK.  
THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.

The Company's Steamer  
*Tanahiti*,  
Capt. JAMES JONAS, will be  
despatched for the  
above Ports on TUESDAY, the 13th inst.,  
at 2 p.m.

For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.  
Hongkong, May 9, 1894.

FOR SUEZ CANAL.  
The Co.'s Steamship  
*Glenn*,  
Capt. JACKSON, will be  
despatched as above on  
or about the 21st instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, May 9, 1894.

SHIPPING.

ARRIVALS.  
May 8, 1894:—  
*Amthorough*, British steamer, 1,175, M.  
Kunath, Saigon May 4, Rice and General.  
—BOH GUAN LIONG.

May 9:—  
*Glenn*, German steamer, 1,933, C.  
F. Bortels, Singapore May 2, General—  
DUN HIN CHAN.

*Kory*, British steamer, 1,262, Marsden,  
Amoy May 7, General.—O. M. S. N. Co.  
*Orestes*, British steamer, 2,800, J. K.  
Webster, Liverpool March 25, and Singa-  
pore May 3, General.—Butterfield & Swire.

*Wolf*, German gunboat, 480, von Raven,  
Amoy May 7.  
*Prince Adalbert*, German corvette, 3,980,  
14 guns, Mensing, Singapore May 1.  
*India*, French gunboat, from Canton.

DEPARTURES.  
May 9:—  
*Marie Louise*, for Mantung, 4 Chi-  
nese.  
*P. P. Litchfield*, for Victoria (B.C.)  
Perman, for Shanghai.  
*Ningpo*, for Shanghai.  
*Cairnmuir*, for Hankow.

*Active*, for Quinhon.  
*Active*, for Haiphong.  
*Orestes*, for Shanghai.  
*Galley of Loria*



No. 6487.—May 9, 1884.]

A WRITER in a scientific monthly asks:—  
What is a motor? In reply, a journal editor said:—"An opinion has long prevailed that a motor is a contrivance that works twenty-four hours a day, eight days a week, the year round; and when you resolve to economize in the use of gas, it throws in a couple of hours extra daily without charge."

"I would announce," said Brother Gardner, at the meeting of the Lime Kiln Club, "that I have a communication from Baltimore setting forth the fact that Brother Participation White, an honorary member residing in that city, now in jail on charge of stealing twenty pounds of coal. He says he is as apologetic as snow. It seems that he was left in charge of a grocery, and he did not go to the bank to get the money to pay for the coal. He wants the club to forgive him to enable him to secure a lawyer. Does any one move that we forgive him?"

No one moved.

"Gentlemen," continued the President, "I should like an expression of the club on one little pink. Am it the opinion of the club that when a coal man is left in charge of a grocery it is an dangerous times for coal?"

Groans, sighs and lamentation filled the hall for a minute, and then Trustee Pull-back arose and said:

"I move that we put a vote, and the only voice opposed was that of the Rev. Pentecost."

"Let do vote be so recorded," said the President, "and let the Rev. Pentecost be so recorded."

A RIDE of a little more than a mile from the station brings you to the first line at Tel-el-Kobir; which is altogether seven miles long, with five redoubts at intervals, to increase its strength. The second line is not so long, and has no redoubts. About four hundred yards in advance of the first line there is a detached fort, which every reconnoissance from our side failed to discover.

As is the case sometimes with an island, which, viewed from the sea, does not detect itself, but appears to be part of the mainland, so this fort did not detect itself from the main line, but, in spite of the closest observation, seemed to have been overlooked and remained unperceived.

It was a detached fort, which every reconnoissance from our side failed to discover. As is the case sometimes with an island, which, viewed from the sea, does not detect itself, but appears to be part of the mainland, so this fort did not detect itself from the main line, but, in spite of the closest observation, seemed to have been overlooked and remained unperceived.

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duties performed by the Bank's officials, are bewildering enough; but these endeavours to grasp the ideas conveyed by millions of gold, silver and paper money takes a stronger hold of the mind than the vagueness of ideas conveyed by a national debt which has taken a long time to accumulate. I was almost awestruck at the extent of the note issue, and was not a little interested at the system providing for that convenient mode of paying money. Unlike the local Banks in Hongkong and elsewhere (whose dirty, greasy notes are occasionally fit subjects for a Sanitary Board) the Bank of England never issues a note a second time; so that every day notes to the value of tens of thousands sterling (or hundreds of thousands, as the case may be) are mutilated and superannuated, so to speak, for five years. The hospital for these notes is a curious study. Heaps of notes, with one corner torn off, cover the desks of the busy employees; while the registering machines go click-click alongside, noting with automatic accuracy the pieces of paper which are to take their place. As the paid notes are all carefully checked and arranged as they are packed up and laid away, the Bank people can place their hands on any note so dealt with for five years previous to date. The notes are burnt after having been kept for that time. One note of 17—for say £150, which was not returned for 111 years, was framed as a curiosity; and an elderly official who seemed to have an air of Scrooge about him, said with apparent regret and a sort of curse of the careless holders, that had this note been placed at interest for the 111 years, it would have been worth £1100. But to whom? Ah, to whom? There are no Mithrasals in this century!

Another note honoured with a frame was one drawn in the name of Abraham Newland (one of the Governors of the Bank) for one million sterling. Concerning this note a curious old song was written and sung some seventy years ago:—

"For fashion and arts, should you seek foreign parts,  
It matters not wherever you land,  
Hebrew, Latin or Greek, the same language  
They speak, they speak."

The language of Abraham Newland.

Chorus.—Oh Abraham Newland, nobled  
Abraham Newland!  
With compliments crammed, you may die  
and be damned,  
If you haven't an Abraham Newland!

Each day's notes are packed in a separate box, and these are ranged along shelves which remind you of a large brewery store. Some of the figures will astonish you. Read this:

The Stock of Paid notes for 5 years is about 77,745,000 in number, and they fill 13,400 boxes, which, if placed side by side, would reach 21 miles; if the Notes were placed in a pile, they would reach a height of 3½ miles; or, if joined end to end, would form a ribbon 12,435 miles long; their superficial extent is less than that of Hyde Park; their original value was over 1,760,000,000; and their weight over 900 Tons.

I am much struck with the judgment ment given by Lord Chief Justice Coleridge against Edmund Yates, for the personal libel on Lord Lansdale. Lord Coleridge is fully justified in trying to check this pernicious system in journalism. It is to be hoped, for the honour of the press, that this 'society' nuisance will soon be swept away for ever.

Readers of Carlyle's Reminiscences, &c., will be interested to learn that the house in Chesham Row, Chelsea, occupied for eight and forty years by the great Carlyle, is still unoccupied, and looks rather dilapidated.

A notice "For Sale," put up in the window, sets forth that this house (an unpretending house enough) was occupied by the philosopher. His statue sits in the Chelsea Gardens facing the river, at the head of the Row.

The week has been dull from a dearth of news and the week has been dull from a biting east wind. The sudden change has given every second person you meet a cold, and the rest are fighting one off. Your correspondent never suffers from this popular yet most unpopular ailment. At the first symptom a cannyphor is taken to frighten it away; if that is of no avail glycoline and alkalin, vigorously used, lead the catarrh such a life that it retires to more congenial and less harassing individuals.

Mr. Lawas has been worsted and has offered Mr. Belt £5,000 to compromise judgment costs. This Mr. Belt has refused, the amount being insufficient to cover the kind advances made by his friends to help him to fight the prosecution he has been subjected to. Mr. Lawas threatened to bring his affairs into the Bankruptcy Court. This has no done. No more disgraceful termination could be imagined and the sympathy for Mr. Belt is widespread.

Rumours are everywhere of Mr. Gladstone's imminent retirement. The Standard has anticipated the Prime Minister, which proves in what a grave condition his health must be. This conservative organ strongly advocates his translation to the upper house, and falls not to bear testimony to the great worth and vast services this great statesman has rendered to his country.

It is proposed to reproduce old Cheapside in the Health Exhibition, the various trades being carried on in the houses built. Preparations are being made of the most varied character for the exhibition and it promises to be a far greater success than the Fisheries.

Primrose day is coming round again, and the stimulus to show honour to the memory of Lord Beaconsfield will be increased by an

anonymous Primrose elegy of no less than four cantos, which is announced, but is being reserved until the time arrives.

The Sunday before last was remarkable for two things. The House of Commons remained sitting until six o'clock in the morning and a lovely summer day was never known. People basked in the lovely sunshine everywhere and in the country, on the river, at the seaside, in the Park; everybody had to tell of the glorious day vouchsafed to us in the most boisterous month of the year. In Heidelberg, I was told to-day the heat was greater than in July, and here in London the heat was so great that there was a general inclination to drop winter garments and bitterly into summer costumes. These hot days in early spring are ruinous to the fruit, which is paying rather dearly for our pleasure.

We hear nothing now of Franco and China. The two nations may be at war now for anything I know. A scrap of news has appeared this week to the effect that the only basis of negotiation which could be accepted by France is the payment of a war indemnity, and the recognition of the French preponderance throughout the whole of Tonkin.

Mysterious disappearances are generally connected with foul play. In October last year an accountant Mr. C. T. Starkey, disappeared while staying near Bathmore. He had gone out canoeing, and the canoe was found floating bottom upwards in the bay with Mr. Starkey missing. A long and unsuccessful search was made for the body. Now the intelligence comes that the gentleman has turned up in Australia, and his friends are in telegraphic communication with him.

It is told of a bachelor that the information of his engagement to a fair widow who liked not smoking got about. So said a lady friend "I hear you are going to give up smoking and marry the widow." "Yes," was the reply. "We've come to a mutual agreement; she gives up her weeds and I give up mine."

## Police Intelligence.

(Before A. G. Wise, Esq.)

Friday, May 9.

THE ASSAULT ON BOARD THE S.S. "KALKA." A. Asai and Lum Asai appeared on remand, charged with assaulting Wong Kwai, a hawker, on board the S.S. "Kalka" on the 21st ult. Complainant has been in hospital since the assault, and made his first appearance in Court yesterday, when his evidence was taken and the case adjourned until this morning.

Complainant's evidence was to the effect that on the 21st ult. he was on board the S.S. "Kalka" going to Penang. He had a basket put on board the steamer and several men came up and said that he was obstructing them. They caught hold of him and pushed him into the hold of the vessel, after which complainant remembered nothing, as he became insensible.

Wong Kwai, brother of the complainant, stated that he went on board the steamer with complainant on the 21st ult. Several men came up and said to him that his basket was obstructing the way, and he caught hold of complainant and pushed him down the hold. The defendants were two of these men who pushed him down. This evidence was corroborated by Wong Ying, another brother of the complainant, who was present when the assault was committed, and some further evidence was given by P. C. 393, who arrested the defendants on board the "Kalka." The complainant had fallen fully 30 feet.

Dr. C. J. Wharry, Superintendent of the Government Civil Hospital, stated that the complainant was brought to the hospital on the 22nd April. His right eye was black and he was suffering from concussion of the brain. He was discharged, partially recovered, on 4th inst. He may never entirely recover, and it was nearly a fatal injury.

The defendants were each sentenced to be imprisoned for six months with hard labour.

DASTARDLY ASSAULT BY AN AMERICAN SEAMAN. Stephen Craig, a seaman belonging to the U. S. S. "Trenton," was charged with being drunk and disorderly in the Stag Hotel and using a knife, on the 8th inst. From the evidence of Mr. J. Cook, proprietor of the Stag Hotel, it appeared that at 8.30 last evening he heard a man say he would kill some one. He went down to the billiard room to the bar, where he found about ten or fifteen men. The defendant was making a great disturbance and was being quieted by the barman and told him to be quiet, whereupon the defendant got out a pocket knife and made a cut at complainant. The knife caught the inside of complainant's trousers, cutting through them as well as a jersey and coat. Two artillery men got him in charge. Defendant was a little the worse for liquor.

Defendant, who said he remembered only about the matter, was fined \$5 and 83 cents, in default seven days' hard labour.

Defendant was taken on board his ship, where the fine was to be paid.

ENTERING A HOUSE FOR AN UNLAWFUL PURPOSE. Chan Aying, who described himself as a butcher, but who had spent the greater part of the last seven years in goal, was charged with the above offence. Defendant coolly answered into the house of Mr. Joseph Ribeiro at 7.30 last evening, but bolted when questioned as to his business by the proprietor of the house. His Worship ordered defendant, who admitted five previous convictions, two of which were at the Supreme Court, to find one surety of \$50 to be of good behaviour for six months, in default to be committed.

## ORIENTAL BANK CORPORATION.

The Directors present their Thirty-third Annual Report, and submit to their Co-proprietors the General Statement and Balance Sheet for the year 1883, duly audited, showing a balance at credit of Profit and Loss of £7,337 7s. 2d., after making all appropriations for bad and doubtful debts and depreciations.

The Directors, while regretting the result of the year's operations, would beg to refer to the Shareholders to their Circular of 28th July last, in which they stated the delay in satisfactory realising certain outstanding claims, and the continued depreciation in Rupee Paper, as reasons for carrying on the balance

appearing available for division on the 30th June, until the Accounts for the complete year should be dealt with.

These Accounts show that, including the balance of £4,782 12s. 10d. brought down from the previous year, the whole earnings for 1883 were £247,681 14s. 0d.

From these have been deducted the following items:—Expenses of Management (for Head Office, 7 Branches, 5 Agencies, and 27 Sub-Agencies) £163,392 8s. 3d.

Provision for Depreciation of Assets £20,000 0s. 0d.

Depreciation in Rupee Securities £16,359 0s. 0d.

Leaving the balance shown in the Accounts £27,337 7s. 2d.

That, under existing circumstances, the Bank has been able to write off nearly £77,000 against depreciations (almost entirely on account of old outstanding) is an evidence of the substantial value of the business and connection, and of the zeal and efficiency of its officers.

The expenses of more than £10,000 below those of the previous year; and, as the reduced scale of salaries only takes effect from the beginning of 1884 further economies will appear in future Accounts.

It is not, however, by reduction of expenses that the Bank's position can be improved; the main difficulty is that which has stood in the way from the year 1878, namely the unproductive assets in the shape of property and securities which the Bank has had to take possession of or foreclose, and which it has been obliged to sell at a loss in order to improve them, with a view to advantageous realisation. The circumstances of business in Ceylon and Mauritius have retarded realisations, but the properties have improved in value since the last report, and the only policy is to wait for a better opportunity to realise them. Under the circumstances the Directors have again most carefully considered the value of all the unproductive assets of the Bank, and whilst believing from the results of the Reports and Estimates, that the present assets are only such as ought to be retained under fairly favourable conditions, they have come to the conclusion that it is expedient to deal with the subject in a comprehensive manner.

It is, therefore, the intention of the Directors, in the contemplated change in the Bank's constitution, to make a course practicable, to propose to the Shareholders to make such a reduction in the nominal amount of the Bank's Capital as would cover over for all the depreciation of the Capital fixed abroad in other currency countries, as well as the possible further depreciation of the now unproductive assets.

The total amount which can be reckoned in this class, has been so largely diminished by the policy of the Directors, that the total sum to be reduced is very different from what it was in 1878/9; and it has become at length practicable to deal with the matter in the manner proposed. Taking the total as certainly not exceeding £2,000,000, the Directors believe that the sum to be reduced is not more than £2,000,000.

A reduction in the nominal value of the shares from £25 to £10, would cover the depreciation of the Capital fixed abroad in other currency countries, as well as the possible further depreciation of the now unproductive assets.

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phila is, of course, the great supplier, but California is likely to come to the front with petroleum wells. I was interested to learn that the trade between Bombay and China and Japan in cotton yarn is increasing in importance. The Japanese freely buy, these yarns being cheaper than those from Europe, and following the trade, Persian merchants are now found as far East as Yokohama.

I was much struck with the diminutive size of the sheaves of corn and especially of the stalks—which seemed as if one could jump over them—in the fields between Yokohama and Tokyo. These must have been from the winter crop, as the rice fields before the 2nd supply of plants is put out. The plough used is very small, with one handle, and is pulled by a single pony or cow, or two oxen. The stalks with the ears of corn are pulled by hand through a row of logs run teeth projecting from a piece of timber in order to separate the crop; winnowing fans are two, one being worked by each hand at the same time; spades and hoes are tolerably good, but the sickle is merely a straight iron blade four inches long, sharpened on one edge, and is used to cut the rice. Such is the primitive style of farming in Japan, but improvements are being introduced. I have secured photographs of all the farming operations and implements. Cattle are few in Japan and milk is never seen as an article of food here (as in China) save by foreigners. Sheep do not thrive in Japan.

I have already alluded to the pleasure afforded by the voyage north from Nagasaki to the Straits of Simoun and through the Inland Sea, the Maritime Provinces, Japan, and Korea (as in China) save by foreigners. Sheep do not thrive in Japan.

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THIS Review, which was intended to meet the wants of Chinese students of Chinese, caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East," and about which any intelligent person conversant with China and Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and all communications are made in a careful and concise record of literature on China, etc., and to give criticisms embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are sent to the members of the various Committees, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies, amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Elliot, Bretschneider, Hirth and Hantz, Professor Legge, and Messrs. Balfour, Watson, Stent, Phillips, MacIntyre, Groot, Jamieson, Fabor, Kopsch, Parker, Hayat, Giles, and Pilon, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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"The Publication always contains subjects of interest to the scholar and the student of the Far East, and the present issue will hold favorably in an advantageous comparison, with preceding numbers."—Celestial Empire.

"This number contains several articles of interest and value."—North China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting."—North China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—Chrysanthemum.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."—Mr. E. H. Parker's 'Short Journeys in Szechuan' are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with much interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaks in Western Borneo and Java' might appropriately have been placed under a separate heading, complete the number."—H.K. Daily Press.

Traveller's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighboring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, has led to nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and whose several representations in the first number of the Review by papers highly creditable to their respective authors, have shown some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. E. G. Bowrs, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and despatch, we are glad to perceive that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the life of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

## NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE—With special reference to PARTNERSHIP, SPECIFIC, AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & CO.—Price, 75 cents.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rates. Two newspapers must not be folded together. One, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rates. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

## Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

## Postage to Union Countries.

General Rules, by any route.—  
Letters, 10 cents per 1 oz.  
Post Cards, 2 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 2 oz.  
Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

## LOCAL POSTAGE.

General Local Rates for Hongkong, Canton, Shanghai, Amoy, Yokohama, and the Philippines.

Letters per 1 oz. 10 cents.  
Post Cards, 2 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 2 oz.  
Comm. Papers, 2 cents per 2 oz.

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## The following cannot be transmitted:

1. Parcels insufficiently packed or protected, or liable to be crushed (as handkerchiefs, &c.)  
2. Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Ions, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of doubtful articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—  
Books and Papers—To British Offices, 5 lbs.; to the Continent, &c., 4 lbs.  
Patterns—to British Offices, 5 lbs. if with, or intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, on certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and enclosing invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, valuable hand-painted bound books, &c., which reach their destination although in a broken or deteriorated condition.

Chair, Jinnicks, and Boat Hire.

REGULATED TARIFF OF FARES FOR CHAIRS, CHAIR PORTERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, 10 cents; Hour, 20 cents; Three hours, 50 cents; Six hours, 70 cents; Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, \$1.00; Three Coolies, 85 cents; Two Coolies, 70 cents; One Coolie, 50 cents.

Return (direct or by Pak-fu Lam).

Four Coolies, \$1.50; Three Coolies, 1.20; Two Coolies, 1.00; One Coolie, 75 cents.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, \$0.60; Three Coolies, 50 cents; Two Coolies, 40 cents; One Coolie, 30 cents.

Return (direct or by Pak-fu Lam).

Four Coolies, \$1.00; Three Coolies, 85 cents; Two Coolies, 70 cents; One Coolie, 50 cents.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Fuk), \$0.75 each Coolie; (12 hours) / Gap, \$0.60 each Coolie.

Chair, Jinnicks, and Boat Hire.

Quarter of an hour or less, 5 cents; Half an hour, 10 cents; One hour, 20 cents; Three hours, 50 cents; Six hours, 70 cents; Day (from 6 to 6), One Dollar.

Per trip to Shaikwan or Pokfulam, from the centre of the Town, 20 cents; Return, 35 cents.

Per trip to Aberdeen, from the centre of the Town, 25 cents; Return, 40 cents.

If an Extra Coolie is employed, there will be an addition of half the above scale rates. Nothing in this scale prevents private agreements.

Licensed Barbers (each).

Hour, 10 cents; Half day, 35 cents; Day, 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, \$3.00.

2nd Class Cargo Boat of 600 piculs, per Day, 2.00.

3rd Class Cargo Boat of 600 piculs, per Day, 1.50.

4th Class Cargo Boat of 600 piculs, per Day, 1.00.

5th Class Cargo Boat of 600 piculs, per Day, 75 cents.

6th Class Cargo Boat of 600 piculs, per Day, 50 cents.

7th Class Cargo Boat of 600 piculs, per Day, 35 cents.

8th Class Cargo Boat of 600 piculs, per Day, 25 cents.

9th Class Cargo Boat of 600 piculs, per Day, 15 cents.

10th Class Cargo Boat of 600 piculs, per Day, 10 cents.

11th Class Cargo Boat of 600 piculs, per Day, 5 cents.

12th Class Cargo Boat of 600 piculs, per Day, 2 cents.

13th Class Cargo Boat of 600 piculs, per Day, 1 cent.

14th Class Cargo Boat of 600 piculs, per Day, 1/2 cent.

15th Class Cargo Boat of 600 piculs, per Day, 1/4 cent.

## THE CHINA MAIL.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures repaid today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked H., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the P. and O. Co.'s Factory.  
3. From P. and O. Co.'s Factory to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Steamers			Sailing			Sailing			Sailing		
Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.
Activ	2 h Rostveek	Dan.	str.	208 May	8 A. R. Marty	Haiphong	To-morrow				
Alvino	2 h Rostveek	Dan.	str.	409 May	8 A. R. Marty	Quinhao	To-morrow				
Antonio Munoz	2 h Rostveek	Dan.	str.	327 April	21 Remedios & Co.	Straits and Calcutta	K'loon Dock				
Arcton	2 h Rostveek	Dan.	str.	1392 May	5 David Sassoon, Sons & Co.						
Arcton	2 h Rostveek	Dan.	str.	1323 May	18 Simson & Co.						
Bonglo	2 h Rostveek	Dan.	str.	1108 May	7 Gibb, Livingston & Co.						
Cairns	2 h Rostveek	Dan.	str.	1123 April	29 Arnold, Karberg & Co.						
Cruiser	2 h Rostveek	Dan.	str.	647 May	8 Chinese	Nagasaki	To-day				
Don Juan	2 h Rostveek	Dan.	str.	654 April	29 Brandao & Co.	Hankow	To-day				
Emeralda	2 h Rostveek	Dan.	str.	393 May	8 Russell & Co.	Chfoo, &c.	To-day				
Fame	2 h Rostveek	Dan.	str.	987 May	7 Russell & Co.	Amoy and Manila	To-morrow				
Galley of Lorne	2 h Rostveek	Dan.	str.	1380 May	7 Russell & Co.	Amoy and Manila	To-day				
Glencoe	2 h Rostveek	Dan.	str.	1910 April	23 Jardine, Matheson & Co.	Port Darwin, &c.	16th inst.				
Gloucester	2 h Rostveek	Dan.	str.	1903 May	9 Bun Hin Chan	Tug Tying	To-day				
Grayhound	2 h Rostveek	Dan.	str.	227 May	8 Adamson, Bell & Co.	Yokohama & Higo	Co'stan Dock				
Hainan	2 h Rostveek	Dan.	str.	377 May	8 Douglas Steamship Co.	Swatow and Amoy	To-morrow				
Hartor	2 h Rostveek	Dan.	str.	1196 May	28 H. C. & M. S. Boat Co.	Hollow, &c.	14th inst.				
Island	2 h Rostveek	Dan.	str.	981 Mar.	13 Captain	Amoy, &c.	12th inst.				
Killarney	2 h Rostveek	Dan.	str.	1060 April	28 Douglas Steamship Co.	Saigon	To-day				
Killarney	2 h Rostveek	Dan.	str.	763 May	4 Arnold, Karberg & Co.	Co'stan Dock	To-day				
Lord of the Isles	2 h Rostveek	Dan.	str.	1058 April	28 Russell & Co.	Coast Ports	11th inst.				
Marborough	2 h Rostveek	Dan.	str.	1175 May	8 Bon Guan Liong	Saigon					
Masala	2 h Rostveek	Dan.	str.	1323 May	8 Simson & Co.						
Miramar	2 h Rostveek	Dan.	str.	886 May	8 Butterfield & Swire	Kuchimotzu	Ab'deen Dock				
Ningchow	2 h Rostveek	Dan.	str.	2700 May	4 Arnold, Karberg & Co.						
Ningpo	2 h Rostveek	Dan.	str.	761 May	8 Simson & Co.						
Ocean	2 h Rostveek	Dan.	str.	1039 May	7 Adamson, Bell & Co.	Shanghai	To-day				
Orion	2 h Rostveek	Dan.	str.	2300 May	9 Butterfield & Swire	Singhai	To-day				
Pendulok	2 h Rostveek	Dan.	str.	1717 April	28 Bon Guan Liong	Amoy and Shanghai					
Piccola	2 h Rostveek	Dan.	str.	875 May	6 Bon Hin Chan	Yokohama	To-morrow				
Rory	2 h Rostveek	Dan.	str.	1262 May	9 C. M. S. N. Co.	Singapore & Penang	K'loon Dock				
Sea Gull	2 h Rostveek	Dan.	str.	48	China Traders' Insurance Co.						
Sumatra	2 h Rostveek	Dan.	str.	1406 April	28 P. & O. S. N. Co.	Bombay, &c.	13th inst.				
Takushio Maru	2 h Rostveek	Dan.	str.	1407 May	8 Yuen Fat Hong	Swatow & Bangkok	13th inst.				
Tannan	2 h Rostveek	Dan.	str.	1407 May	8 Y. B. M. S. Co.	Nagasaki and Kobe	To-day				
Tannan	2 h Rostveek	Dan.	str.	1490 May	6 Gibb, Livingston & Co.	Sydney, &c.	To-day				
Tannan	2 h Rostveek	Dan.	str.	320 May	7 Douglas Steamship Co.	Amoy, &c.	To-morrow				
Tannan	2 h Rostveek	Dan.	str.	1671 May	6 P. & O. S. N. Co.	Nanki & Yokohama	To-morrow				
Tannan	2 h Rostveek	Dan.	str.	674 May	4 Wieler & Co.						
Tannan	2 h Rostveek	Dan.	str.	1169 May	3 Butterfield & Swire	Sydney, &c.	21st inst.				
Tannan	2 h Rostveek	Dan.	str.	1275 May	4 Wieler & Co.						
Tannan	2 h Rostveek	Dan.	str.	670 May	4 Russell & Co.						